

5273

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo
Topographic
Hydrographic

Sheet No. T-5273

State CONNECTICUT

LOCALITY

PINE ORCHARD

~~North Star~~ Long Island Sound

Pine Orchard

1935

CHIEF OF PARTY

G. C. Mattison, H. & G. Engineer

U. S. GOVERNMENT PRINTING OFFICE: 1934

5273

Entry 4. Loc. Co. 524

Applied to Chart Correction 217 October 29, 1937. H.S. MacSwan

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO
TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 16

REGISTER NO. T-5273 **T5273**

State Connecticut

General locality ~~North Shore~~ Long Island Sound

Locality Pine Orchard

Scale 1:10,000 Date of Photographs Nov. 4, 1933
~~Survey~~ Compilation July 12, 1935

Vessel Army Air Corps Airplane

Chief of party Lieutenant Commander G. C. Mattison
Photographs radial plotted by:

~~Survey~~ Charles More 2/28/35

Inked by J. E. Garrick 7/12/35

Heights in feet above.....to ground to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated August 10th and September 9th, 1933

Remarks: Compilation of aerial photographs M-182 to M-194
(880-14) on a scale of 1:10,000 and printed by photo-litho-
graphic process.

JOB SHEET

| | | |
|---|------------------------------------|-------------|
| PHOTOGRAPHS TRIMMED BY: | Joseph Andrews 3d | April, 1934 |
| FIELD INSPECTION BY: | Joseph Andrews 3d | 8/26/34 |
| INTERSECTION AND CONTROL POINTS MARKED BY: | Charles More | 7/6/34 |
| PHOTOGRAPHS MOUNTED BY: | Charles More | 7/13/34 |
| RADIAL LINES DRAWN BY: | Charles More | 7/18/34 |
| PRELIMINARY RADIAL PLOT BY: | Charles More | 7/19/34 |
| SCALE FACTOR COMPUTATIONS BY: | Charles More | 7/19/34 |
| SCALE FACTOR COMPUTATIONS VERIFIED BY: | L. B. Walker | 7/20/34 |
| POLYCONIC PROJECTION BY: | Charles More | 1/22/35 |
| POLYCONIC PROJECTION VERIFIED BY: | H. W. Jennings | 1/22/35 |
| TRIANGULATION STATIONS PLOTTED BY: | Charles More | 1/23/35 |
| TRIANGULATION STATIONS VERIFIED BY: | H. W. Jennings | 1/25/35 |
| SMOOTH RADIAL PLOT BY: | Charles More | 2/28/35 |
| TRACING OF PHOTOGRAPHIC DETAIL BY: | J. E. Garrick | 7/15/35 |
| PRELIMINARY INSPECTION OF SHEET BY: | Charles More | 7/16/35 |
| FINAL INSPECTION OF SHEET BY: | G. C. Mattison, Chief of Party. | 7/22/35 |

FORWARDED TO OFFICE:

See page 4 for correction applied to field computations.

STATISTICS

1. Area of land inked 6.7 Square Statute Miles
2. Length of shoreline (more than 200 meters from nearest opposite shore) 8.6 Statute Miles
3. Length of shoreline around islands 8.3 Statute Miles
4. Length of rivers and sloughs less than 200 meters in width 14.3 Statute Miles
5. Ref. Sta. NA. 1927 Detune
 YOUNG - 1933 - Lat. $41^{\circ}16'40.091''$ (1236.8 m) Long. $72^{\circ}46'46.198''$ (1075.0 m) *unadjusted*
 (See page 4. for corrections applied to field computations.)
 Scaled by: L. B. Walker

Checked by: J. E. Garrick

DESCRIPTIVE REPORT

To accompany

PHOTO TOPOGRAPHIC SHEET NO. 5273

FIELD NO. 16

CONNECTICUT

PINE ORCHARD

GENERAL INFORMATION

Compilation No. T-5273 covers the area in the vicinity of Pine Orchard and extends along the shore from Indian Neck to Flying Point, all contained within the Town of Branford. It also includes a portion of the Thimble Islands, other small islands and offlying rocks.

The photographs were received from the Washington Office in April, 1934.

The work was done in accordance with instructions from the Director dated August 10th and September 9th, 1933. All circulars issued to date were complied with.

A general report covering this area has not been made and all information is contained in this report, except for information regarding five lens photographs which is incorporated in the report for compilation No. T-5272.

PHOTOGRAPHS

Five Lens

The photographs used were numbered M-182 to M-194 inclusive.

For all other data see report for compilation T-5272.

Single Lens

The following single lens flights were used in the compilation of this sheet:

Photographs V-59 to V-61 (880D-8)
Photographs V-68 to V-70 (880C-8)

For information regarding these photographs see report for compilation T-5272.

In addition to the above, photographs numbered V-54 to V-58 (880D-8) were used. These photographs were taken October 12, 1933 at 11:23 A. M. and the stage of the tide was computed from the tide tables as 1.6 feet. The scale factor is 1.007.

GENERAL DESCRIPTION OF TOPOGRAPHY

This sheet comprises territory in the Town of Branford, New Haven County.

Stony Creek and Pine Orchard are nothing more than neighborhood or sectional areas contained within the town limits.

Railroads

The railroad crossing the sheet in an easterly and westerly direction is a two track steam road. It is the Shore Line Division of the N. Y., N. H. & H. R. R. and is represented by a single track symbol. The railroad stations contained within the limits of this sheet are Stony Creek and Pine Orchard.

The Connecticut Company electric railway crosses the entire area in a general easterly or westerly direction. This is a single track road and the cross ties have been omitted where the railroad runs in a public highway.

The railroad running in a northerly direction from a point just east of Brown Point is a privately owned steam road. This railroad is used to carry crushed stone from a quarry in North Branford to a hopper adjacent to the shore. This is a standard gauge, single track railroad.

Water Courses

The upper and lower parts of the Branford River are contained in this area. Only small boats can proceed beyond the bridge at the upper part of the river. This bridge is shown on the adjacent compilation to the west, T-5272, and joins the causeway showing on this sheet.

Other small water courses shown on this sheet are nothing more than drainage streams for marshy areas.

Development

In the vicinity of Branford Green is the business center of the town. This area is developed with small commercial enterprises. Stony Creek and Pine Orchard are principally summer resorts and have a considerably larger population in the summer than in the winter.

Other inshore areas are rural and are composed of truck farms, grazing and wooded areas.

The entire shore and most of the offlying islands are well developed and are used mostly by summer residents.

Terrain

This area is a gently rolling country except that portion adjacent to the shore which is generally flat and does not reach an elevation much higher than 20 feet above high water.

In the vicinity of triangulation station "Young", there is quite an abrupt rise which reaches an elevation about 120 feet above high water. This is the highest point on this compilation.

Shore Line

The shore line on the easterly half of the sheet is irregular with many offlying small islands and rocks. On the westerly half of the sheet the shore line is more regular with only a few offlying islands.

The foreshore ranges from grass, sand and boulder beaches to rocky ledges.

Thimble Islands

The foreshore of this group of islands is ledge rock. High Island, which is contained in this group, has a high bluff on its southeast shore. These islands are composed mostly of rock and the shore line in many cases is precipitous. Governors Island and Money Island are developed with many summer homes. Each of the remaining islands contain only a few buildings.

Stony Creek

The foreshore from Flying Point to Pleasant Point is mostly sand and boulders with small patches of ledge rock. Immediately east of Pleasant Point there is a large area of salt marsh.

There is a boat landing on the point east-northeastward of Burr Island.

Pleasant Point to Brown Point

At Pleasant Point the foreshore is sand and boulders. Immediately west of Pleasant Point is a large area of marsh land. From this marsh area to Brown Point the foreshore is sandy with small patches of ledge rock.

Located about 1/2 mile northeastward of Brown Point is a quarry wharf.

From Brown Point to the Front Range Light which marks the channel range, is a stone breakwater. Inside this breakwater is a dredged yacht basin.

Brown Point to Haycock Point

Starting at Brown Point is a seawall which extends to a point about 650 meters northwestward. From this point to Haycock Point the

foreshore is sandy with a few patches of ledge rock. This area is well developed along the shore.

Blackstone Rocks are a chain of small islands and rocks extending in a southwesterly direction from Brown Point.

Haycock Point to Linden's Point

From Haycock Point extending to a point about 1200 meters in a general westerly direction, the foreshore is sandy with a few small patches of ledge rock. Then from this point on to the western extremity of the sheet, the foreshore is ledge rock.

There are several offlying small islands and rocks in this area. Sumac Island, which is one of this group, is developed with several houses with a boat landing on its south shore.

The shore in this area is well developed with summer cottages.

CONTROL

Sources

2nd Order Triangulation 1933 by G. C. Mattison.
3rd Order Triangulation 1933 by G. C. Mattison.

In plotting the triangulation stations on this sheet an adjustment of two (2) meters was added to the D.M.s and D.P.s to agree with the first order work which is on the North American Datum Plane of 1927.

Errors

No errors in control were found by the radial plot.

Other Sources of Control

No other sources of control were used.

COMPILATION

Method

The photographs were adjusted by means of the radial plot method. The scale of this sheet as drawn is 1:10,000. The scale factor was computed as 0.980 and the value of 1.000 was used in laying out the projection. See the report for compilation T5272 for scale factor computations and diagram.

In those areas covered by both single lens and five lens photographs, points common to both were picked. The photographic detail was traced from the single lens photographs by adjusting between these points as determined by the five lens photo plot.

Adjustment of Plot

In the vicinity of triangulation station "Young", the wing prints showed considerable distortion. This distortion is due to abrupt changes in elevation. The detail in this area is of minor importance.

Interpretation

Some difficulty was encountered in deciding the character of photographic detail in certain areas. A field inspection was made of these areas and the notes were inked on the field photographs.

The high water line was drawn on the field photographs from actual field inspection. (Aug 1934)

The high water line in the marsh area east of Pleasant Point was drawn on the field prints from field inspection, by following a line that marks the boundary between tall and short marsh grass. An exceptional flood tide in this area goes back a short distance further and is shown by a broken line.

The high water line in the marsh area west of Pleasant Point was drawn on the field print from field inspection by following the line of demarkation between dark and light shaded portions. The note on photo M-192 (B print) states that it was impossible to delineate this high water line any other way.

In the marsh area adjacent to Branford River the high water line was drawn from the photographs by following what appeared to be the berm line.

The low water line was traced from the single lens photographs which were taken at about low water. The low water line is ^{only} shown on this compilation in the vicinity of Indian Neck and the Thimble Islands. No photographs taken at low water were available for the remaining portion of this sheet.

Conventional Signs

Except as noted below, only the usual graphic symbols as approved by the Board of Surveys and Maps were used.

Poor motor roads are indicated by a double broken line and very poor roads or trails are shown by a single broken line. The width of roads is slightly exaggerated in order to keep the detail clear and open.

All buildings are shown on this sheet except those in the vicinity of the center of Branford and along the most northerly portion of the Post Road near Branford center, where it was difficult to identify them.

~~It was impossible to trace the true position of all small streams in wooded areas. They are shown with a broken line and marked "streams approximate position" on the overlay.~~

The boundaries of water shoal areas are indicated by a single broken line. These were drawn in from inspection of the photographs only and may depart from the true conditions.

Character of Marshes

The marsh areas adjacent to the shore are overgrown with salt grass and are barely covered by water at high tide.

Inshore there are several fresh water marsh areas. Many of these areas are wooded and overgrown with small ferns. The limits of these areas were determined by actual field inspection.

Information From Other Sources

There is forwarded with this sheet two maps of the Town of Branford, one published by Price & Lee Co., and the other made by the New Haven Water Co.

These maps were used to identify certain streets and roads that did not appear clearly on the photographs. However no roads were shown on this compilation if they did not appear on the photographs.

Bridges

There are no bridges over navigable waters on this sheet.

Hydrographic Signals

Several prominent landmarks along the shore were spotted on the photographs and located by radial plot or taken directly from the photographs by adjusting between points. Some of these signals are described on form #524 and submitted with this report.

Cable Areas

Signs marking the cable areas were not spotted on the photographs at the time of making the field inspection.

Geographic Names

Except as noted below there are no changes on the U. S. C. & G. S. charts for this area.

New Names

When Mr. Joseph Andrews 3d made the shore inspection he visited Messrs. Frank and Charles Smith, both local oystermen over 80 years old who had lived in Stony Creek and the Thimble Islands all their lives, and they recommended the following new names, which are in local use, of the Thimble Islands and other small islands in this general vicinity. It is believed that most of these islands are named after the owners.

- ✓ Red Point Rocks
- ✓ Kidd Cove

✓ Cedar Island
 ✓ Burr Island
 ✓ Belden Island
 ✓ Andrews Island
 ✓ Lewis Island
 ✓ St. Helena Island
 Great Chair Island
 Demijohn Rock

✓ Limewood Beach, Hotchkiss Grove Beach, Juniper Point and Vedder Point are known locally as such. This information was disclosed upon field inspection.

Conflicting Names

From the same local oystermen mentioned above, the following changes are recommended:

Two Tree Island (so called on chart #217) is known as Outer Island.

Pot Island (so called on chart #217) is also called Treasure Island.

Lewis Island (so called on chart #217) is known as Frisbie Island.

COMPARISONS WITH OTHER SURVEYS

Junctions

This sheet matches the adjoining sheets to the east and west with no differences and all junctions are satisfactory.

Changes

This compilation was compared with a photostatic copy of the U. S. C. & G. S. North Shore Long Island Sound, from Guilford to Johnson Point, dated 1885, and the changes are noted below: ^(7-1569a)

The high water line around the Thimble Islands compares favorably with the old survey.

From Flying Point to Pleasant Point the high water line checks with only slight differences. In the marsh area just north of Flying Point on the old survey, a wall has been constructed and the area filled in. At the marsh area east of Pleasant Point, the high water line differs somewhat, which is probably due to tidal action.

In the vicinity of Pleasant Point the high water line compares favorably.

The high water line at the marsh area west of Pleasant Point differs considerably. This marsh area has no definite

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berm break and probably the high water line has shifted due to tidal action and storms.

In the area east of Brown Point the high water line has changed considerably. All these changes are due to improvements that have been made in this vicinity since this old survey was made.

From Brown Point to Haycock Point this compilation compares well with the old survey.

From Haycock Point to the western extremity of the sheet, the high water line compares favorably except in the small cove west of Haycock Point. This is a sand beach and probably has been built out as an improvement to the shore. The pictorial representation shown on B print #185 shows that there is no sharp bight as appears on the old survey.

The position and shape of the islands offshore from Indian Neck compare well.

Many rocks and shoal areas that appear on the present chart #217 are not shown on this compilation. Although the bulk of the photographs covering this area were taken at about high water, a very close examination was made to disclose the position of all charted rocks and shoal areas.

The most easterly hotel of the two hotels shown at Indian Neck on chart #217 has since been burned or demolished and no longer exists. *Chart Letter No. 661 (7935)*

The building designated as the Look Works on the same chart still exists, but is being used for other commercial purposes.

Landmarks

A copy of the list of landmarks is submitted herewith on form #567.

RECOMMENDATIONS FOR FUTURE SURVEYS

Error of Compilation

The compilation is believed to have a probable error of four (4) meters in position of intersected points and seven (7) meters for other detail.

Work Incomplete

The work is complete within the limits of this compilation and no additional survey is necessary.

To the best of my knowledge and belief, this sheet is complete in all detail for charting purposes within the accuracy stated above and that no additional surveys are required.

Respectfully submitted,

Charles More

Charles More,
Surveyor, U. S. C. & G. S.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Bridgeport, Conn.

July 30, 1935

I recommend that the following objects which have ~~(been examined)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(the latest edition)~~ the charts indicated.

The positions given have been checked after listing.

G. C. Mattison

Chief of Party.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

GEOGRAPHIC NAMES

Survey No. T-5273

| GEOGRAPHIC NAMES | | <div>①</div> | | | | | | | | | |
|-------------------------|--|-------------------|-------------------|---------------|------------|-------|-------|---|---|----|--|
| Survey No. T-5273 | | | | | | | | | | | |
| Name on Survey | <div>On Chart No. 271. On previous survey No. T-1569a On U. S. quadrangle Maps From local information On local Maps P. O. Guide or Map Rand McNally Atlas U. S. Light List</div> | | | | | | | | | | |
| | A | B | C | D | E | F | G | H | K | | |
| <u>PINE ORCHARD</u> | ✓ | ✓ | ✓ | | | ✓ | ✓ | | | 1 | |
| <u>MONONOTTO I</u> | ✓ | ✓ | | | | | | | | 2 | |
| <u>stony</u> | stony | ✓ | stony | | | stony | stony | | | 3 | |
| <u>STONY CREEK</u> | cr | | cr. | | | cr. | cr. | | | 3 | |
| <u>PLEASANT POINT</u> | ✓ | ✓ | | | | | | | | 4 | |
| <u>FLYING POINT</u> | ✓ | ✓ | | | | | | | | 5 | |
| <u>LEWIS I.</u> | | | ✓ | D.R. pg. 7 | | | | | | 6 | |
| <u>ANDREWS I.</u> | | | | D.R. pg. 7 | | | | | | 7 | |
| <u>BELDEN I.</u> | | | | D.R. pg. 6 | | | | | | 8 | |
| <u>BURR I.</u> | | | | D.R. pg. 6 | | | | | | 9 | |
| <u>FRISBIE I.</u> | Lewis I. | Lewis I. | | D.R. pg. 7 | | | | | | 10 | |
| <u>VEDDER Pt</u> | | | | D.R. pg. 7 | | | | | | 11 | |
| <u>ROGERS ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 12 | |
| <u>CEDAR I.</u> | | | | D.R. pg. 6 | | | | | | 13 | |
| <u>POTATO I.</u> | ✓ | ✓ | | | | | | | | 14 | |
| <u>GOVERNORS I.</u> | Gover- ners I. | Gover- ners I. | Gover- ners I. | | | | | | | 15 | |
| <u>EAST CRIB</u> | ✓ | ✓ | | | | | | | | 16 | |
| <u>WEST CRIB</u> | ✓ | ✓ | | | | | | | | 17 | |
| <u>HIGH ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 18 | |
| <u>POT ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 19 | |
| <u>MONEY ISLAND</u> | ✓ | ✓ | | | | | | | | 20 | |
| <u>PRUDDEN I.</u> | ✓ | Pru- dence I. | | | | | | | | 21 | |
| <u>HORSE ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 22 | |
| <u>OUTER ISLAND</u> | Two Tree I | Outer Thimble | Two Tree I | | | | | | | 23 | |
| <u>RED POINT ROCKS</u> | | | | ✓ | D.R. pg. 6 | | | | | 24 | |
| <u>DICK ROCKS</u> | Dicks Rk | Dicks Rk | | | | | | | | 25 | |
| <u>OLD COBBLE ROCKS</u> | ✓ | old Cobble Rk | | | | | | | | 26 | |
| <u>THE THIMBLES</u> | The Thimbles | | | | | | | | | 27 | |

M 234

sec T-5275

Remarks

Decisions

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| 2 | C.P. information 1939: Wheeler I | LS local usage |
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GEOGRAPHIC NAMES

Survey No. T-5273

(2)

| GEOGRAPHIC NAMES | | <div>②</div> | | | | | | | | | |
|--|--|--------------|-----------------|---------------|---|---|---|---|---|----|--|
| Survey No. T-5273 | | | | | | | | | | | |
| Name on Survey | <div>On Chart No. 217</div> <div>On previous survey No. T-1569a</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div> | | | | | | | | | | |
| | A | B | C | D | E | F | G | H | K | | |
| <u>DEMNOHN ROCK</u> | | | | D.R. Pg. 7 | | | | | | 1 | |
| <u>ST. HELENA I.</u> | | | | D.R. Pg. 7 | | | | | | 2 | |
| <u>GREAT CHAIR I</u> | | | | D.R. Pg. 7 | | | | | | 3 | |
| <u>Juniper</u> WINDPEPER PT. | | | | D.R. Pg. 7 | | | | | | 4 | |
| <u>BROWN POINT</u> | ✓ | ✓ | ✓ | | | | | | | 5 | |
| <u>HAYCOCK POINT</u> | ✓ | ✓ | ✓ | | | | | | | 6 | |
| <u>HOTCHKISS GROVE BEACH</u> | | | | D.R. Pg. 7 | | | | | | 7 | |
| <u>LIMEWOOD BEACH</u> | | | | D.R. Pg. 7 | | | | | | 8 | |
| <u>MIDDLE ROCK</u> | ✓ | H-1637b | | | | | | | | 9 | |
| <u>FOOT ROCKS</u> | ✓ | ✓ | ✓ | | | | | | | 10 | |
| <u>GREEN ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 11 | |
| <u>BISHOP ROCK</u> | ✓ | ✓ | | | | | | | | 12 | |
| ANDEM'S POINT | | | | | | | | | | 13 | |
| <u>SQUAW ROCKS</u> | ✓ | ✓ | Squaw Rk | | | | | | | 14 | |
| <u>SEEDGE ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 15 | |
| <u>SUMAC ISLAND</u> | ✓ | ✓ | ✓ | | | | | | | 16 | |
| <u>SPECTACHE I.</u> | ✓ | ✓ | ✓ | | | | | | | 17 | |
| <u>BLACKSTONE ROCKS</u> | ✓ | ✓ | ✓ | | | | | | | 18 | |
| <u>LONG ISLAND SOUND</u> | ✓ | ✓ | ✓ | | | | | | | 19 | |
| <u>PINE ORCHARD (R.R. Station)</u> | | | Pine Orchard | | | | | | | 20 | |
| <u>N.Y. N.H. & H. R.R.</u> | ✓ | ✓ | ✓ | | | | | | | 21 | |
| <u>CONNECTICUT Co. Electric R.R.</u> | | | | | | | | | | 22 | |
| <u>INNER REEF</u> | ✓ | H-1637b | | | | | | | | 23 | |
| <u>MOON RK.</u> | ✓ | ✓ | | | | | | | | 24 | |
| <u>INDIAN NECK</u> | ✓ | ✓ | ✓ | | | | | | | 25 | |
| <u>BRANFORD</u> | ✓ | ✓ | ✓ | | | ✓ | ✓ | | | 26 | |
| <u>BRANFORD RIVER</u> | ✓ | ✓ | ✓ | | | | | | | 27 | |

Names underlined in red approved

by JHE on 1/30/37

M 234

Names underlined in red approved

by GHE on 1/30/37

Remarks

Decisions

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| 234 | | |

REVIEW OF AIR PHOTO COMPILATION T-5273

Scale 1:10,000

There are no recent plane table or hydrographic surveys within the limits of this survey.

Comparison With Previous Topographic Surveys.

T-82 (1838) 1:10,000
T-1569a (1885) 1:10,000

A comparison of T-1569a with this survey is given on pages 7 and 8 of this report. The general agreement between T-5273 and the above old surveys is good, except that on T-1569a (1885) hachured lines were used to delineate the inner edge of the marshes, whereas these limits are defined by the marsh symbol on T-5273. T-1569a (1885) also shows bluff symbols along much of the shoreline, and examination of the photographs together with information from the field inspection discloses that only a few bluffs of prominence exist, they have been shown on T-5273 accordingly.

From Indian Neck to the The Thimbles there are several rocks not shown on the compilation T-5273. This is due to the fact that these features either do not show up at all in the photographs, or are too indefinite to be certain of their character or location; they should be retained on the chart until a hydrographic survey of this area is accomplished. The most important of these rocks are listed below.

1. Rock awash--Lat. $41^{\circ} 15.19'$, Long. $72^{\circ} 47.4'$, T-82 and T-1569a.
2. Two rocks awash --Lat. $41^{\circ} 15.36'$, Long. $72^{\circ} 47.6'$, T-82 and T-1569a.
3. Several rocks awash--Lat. $41^{\circ} 15.55'$, Long. $72^{\circ} 47.34'$, T-82 and T-1569a.
4. Four rocks awash in approx. Lat. $41^{\circ} 15.8'$, Long. $72^{\circ} 47.25'$, T-82 and T-1569a.
5. Two rocks awash--Lat. $41^{\circ} 15.75'$, Long. $72^{\circ} 47.1'$, T-1569a.
One rock shown in this location on T-82.
6. Three rocks awash--Lat. $41^{\circ} 15.85'$, Long. $72^{\circ} 46.95'$, T-82 and T-1569a.
7. Rock awash Lat. $41^{\circ} 15.78'$, Long. $72^{\circ} 46.77'$, T-1569a.
8. Two rocks awash--Lat. $41^{\circ} 15.65'$, Long. $72^{\circ} 46.46'$, T-82 & 1569a.
9. Rock awash--Lat. $41^{\circ} 15.43'$, Long. $72^{\circ} 46.72'$, T-82 and 1569a.
10. Two rocks awash--Lat. $41^{\circ} 15.15'$, Long. $72^{\circ} 47.02'$, T-82 and T-1569a.
11. Several rocks awash--Lat. $41^{\circ} 14.6'$, Long. $72^{\circ} 45.01'$, T-1569a.
This group of rocks known as Old Cobble Rocks extend farther south than was possible to show from the pictures on the Air Photo Compilation.
12. Three rocks--Lat. $41^{\circ} 15.6'$, Long. $76^{\circ} 46.00'$, T-82 and T-1569a.


17
A section of chart No. 217 accompanies this report
indicating in blue dangers on the chart to be
superseded or supplemented by this survey and
indicating in red dangers on the chart to be
retained and *LL*

which were not covered by this survey.

The present survey, T-5273 is adequate to supersede T-82 (1838)^{and T-1569a} for charting purposes, except for contours and the rocks discussed in this review.

Comparison With Chart No. 217.

Additions and corrections to the charts as a result of this survey are discussed under comparison with previous topographic surveys.

 ~~A few rocks close inshore, as well as the more important ones circled on a section of Chart No. 217 included in this report, are not shown on the Compilation, but should be retained on the chart until this area is covered by a new hydrographic survey.~~

New positions are shown on this compilation for Pine Orchard range lights. ~~(See section of chart 217 included in this report.)~~ x

General

In the vicinity of Blackstone rocks the photographs were taken at about high water, hence the reefs surrounding the islands did not show up fully in the photographs. The reef symbol has been added using as a basis the information on T-1569a.

A hydrographic survey in this area is necessary to furnish complete information regarding rocks.

Feb. 4 1937.


Leo S. Straw

REVIEW OF AIR PHOTO COMPILATION NO. *T-5273*Chief of Party: *G. C. Mattesa*Compiled by: *J. E. Garrick*Project: *H.T.-150*Instructions dated: *8/10, 9/9, 1933*

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
- ✓ 4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
Only control is common street intersection
- ✓ 5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
- ✓ 6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed, in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
- ✓ 7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
High water line difficult to determine in marshes near Pleasant Point. See Descri. report.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

- ✓ 8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
- ✓ 9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
- ✓ 10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
- ✓ 11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
- ✓ 12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
- ✓ 13. The geographic datum of the compilation is *N.A. - 1927* and the reference station is correctly noted.
- ✓ 14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
- ✓ 15. The drafting is satisfactory and particular attention has been given the following:
 - ✓ 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 - ✓ 2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓ 3. All station points are exactly marked by fine black dots.
 - ✓ 4. Closely spaced lines are drawn sharp and clear for printing.
 - ✓ 5. Topographic symbols for similar features are of uniform weight.
 - ✓ 6. All drawing has been retouched where partially rubbed off.
 - ✓ 7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.
- (Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

17. Remarks:

18. Examined and approved;

July 22, 1935

J. C. Mattison
Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Frank A. Cushman

Examined and approved:

C. K. Green
Chief, Section of Field Records

L. O. Colburn
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

At Rice
Chief, Division of Hydrography
and Topography.